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Hongkong Daily Press.

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DRY GIN
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No. 13,913 號三拾百玖千叁萬壹第 日一十二月亥年捌十二緒光 HONGKONG, WEDNESDAY, OCTOBER 22ND, 1902. 三月福 號二十二月十年式零百九仟壹英港香 PRICE, \$2 PER MONTH

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11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
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4.00 p.m. & 9 p.m. to 11.15 p.m. very 1 hour.
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11.00 a.m. to 12.00 noon ... Every 15 minutes.
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IMPERIAL BRANDY
\$12.50 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

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Very soft, palatable, and mature.

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AGENTS—SIEMSEN & CO., HONGKONG.

C.P. & Co.'s INVALIDS' PORT
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This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
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\$48.75 PER DOZ. QUARTS.
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THE POPULAR JAPANESE LAGER BEER

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Whiskey is free from all patent spirits and other blending materials;

hence its unequalled Flavour, Strength and Aroma.

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Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

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LIMITED,

THE HONGKONG DISPENSARY;
Chemists and Druggists by Appointment to
H.E. the Governor and Household.

be. For many years to come apparently the old Clock Tower is to occupy its useless and inconvenient position; and perhaps as long Blake Pier is to continue a waste, exposed to the hottest rays of the sun, without the slightest particle of shade for passengers who embark or disembark there. The Public Works Department truly lives up to its traditions. What these traditions are the residents of the Colony know well; we have besides spoken of them at some length less than a week ago and need not therefore do more than allude to them again. We were recently told, from a source which we should have expected to be better informed, that Hongkong is the best governed city in the East. Were any refutation required for such a statement, it would only be necessary to point to our Public Works Department. It is conceivable that there are corresponding bodies in Eastern ports which give as little satisfaction to the residents as the P.W.D. does to the citizens of Hongkong. But we should be surprised to find any of the latter defending the Department, when Government officials have to shelter themselves behind the veto of the Secretary of State for the Colonies to explain why long promised measures are not being carried out. We still believe that the wish of the inhabitants of this city backed by Government support can influence a Secretary of State. We also believe that H.E. the Governor is unwilling for the structure which he consented to have made after him to remain in an unfinished condition for years, an argument alike against the commonsense and against the sense of decency of a leading British Colony. Hongkong is getting the name of the home of abortive schemes, of useless public commissions whose recommendations are never adopted. Opponents of a Municipal Council for Hongkong say that it would be bound to fail. They have no means of proving their contention. The failure of the present system, on the other hand, is obvious.

In the absence of definite information it is impossible to tell the precise reason for the very strong action of the British Government in the matter of the Human murders, apart from the indication in our London telegram published to-day. But as Sir Ernest Satow, His Majesty's Minister at Peking, has broken off all social intercourse with the Chinese Court and refused to attend the Chinese Emperor's reception on the 18th instant, while H.M.S. *Britannia*, *Phoenix*, and *Resario* have been ordered to Hankow, it is quite evident that the Chinese authorities have signally failed to make the promised reparation for the atrocious killing of Messrs. Bruce and Lowne. All the actual perpetrators of the murder, we were told the other day, have been executed—though unfortunately past experience of Chinese justice does not reassure us on this point—but this is not the only step, of course, necessary to atone for so brutal a crime. Our London telegram speaks of the insulting levity of the Chinese officials. We have never been advocates of the "gunboat policy," as it has been called, in missionary matters; but it is impossible to dispute the contention that British subjects' lives in China must be rendered safe and that a callous attitude on the part of the responsible authorities cannot be tolerated in the interests of international relations between China and the West. No one acquainted with British policy in China during recent years will suspect Great Britain of undue strictness toward Chinese errors and acts of wrong. It is safe therefore to conclude that the conduct of the native officials with respect to reparation for the murders at Chenchow has been very bad indeed. Sir Ernest Satow is a man with more courage of his opinions than most recent British Ministers at Peking, but he would never have taken the step he has without the gravest cause. It is sincerely to be hoped that he will receive the full support of the home Government in this affair.

The police reported yesterday that a Chinaman was killed at the Quarry Bay dockyard works on the previous day by an accidental fall into a drain.

A fine score by Mr. W. D. S. Edwards, 230 out, made in a match Marred v. Single, on the Kobe Recreation-Ground on Saturday, the 11th inst., is considered to be a record for Japan.

The China Branch of the Royal Asiatic Society has sent M. J. Em. Loumier, a member of the Committee of this Association and editor of the *Echo de Chine*, as a representative to the Hanoi Congress of Orientalists. M. J. Em. Loumier is well known as a devoted student of the Japanese language and customs, and we wish him success in Tonkin. He must be proud of having established a French paper in the Far East, which lasted in spite of many difficulties. Although we do not always agree with him on local subjects, we must confess that we never find more notable antagonist and a more genuine colleague.

Recent changes in location of British warships are as follows:—The *Goliath* is at Japan; *Britannia*, *Phoenix*, *Resario*, and *Mutine* on the Yangtze; *Fame*, *Hart* and *Whiting* at Shanghai; and the *Hoornbeam*, *Robin*, and *Sandpiper* at Canton.

The cable ship *Colonia*, now putting down the Pacific cable between Fanning Island and Vancouver, was on the 23rd ult. busy in latitude north 27 degrees 23 minutes, and longitude west 137 degrees 18 minutes, according to a despatch in the Australian papers.

In a 30 yards swimming race at Liverpool on the 27th ult. R. C. G. of Sydney, beat D. Billington, the time being 3 minutes 34.5 seconds. F. G. V. Lane, also of Sydney, swam 150 yards in 1 minute 36.3 seconds. The former time is a record for the distance, and Lane equals his previous record made at Bolton.

The *Times* of the 29th ult. says that the mission of Mr. H. Wyett, the envoy of the Navy League, who is about to tour Australia, New Zealand, and Canada, is unofficial. The *Times* goes on to state that the mission is ill-timed, coming immediately after the colonial conference. In view of colonial demands needing to be handled with tact and discretion, it would be wiser not to attempt to force the pace.

Amongst the passengers by the *Antrim*, we notice the arrival of M. J. Ajalbert, a well-known French writer who is going to Tonkin on a special mission and as a representative of the Paris newspaper *Le Journal*. After a few days spent in Kwangshawan, he will proceed direct to the Hanoi Exhibition. M. J. Ajalbert is well posted to write on those countries, as he has already been here once and travelled a great deal in Indo-China, Northern China, and Japan. Now he will devote most of his time to Yunnan and Laos. We congratulate our French neighbours on having such able men travelling in those regions of wide interest.

In accordance with the arrangements already announced by cable, H. R. H. the Crown Prince of Siam left Southampton on 3rd inst., by the s.s. *Kaiser Wilhelm der Grosse* for New York. The Crown Prince is accompanied by his brother, Prince Chulaphongsawat of Siam, who, however, will only proceed as far as America, returning thence to Russia. The Crown Prince will probably spend some eight weeks in America. This will give time for a number of visits to places of interest and importance, probably including New York, Washington, Philadelphia, Boston, Chicago, St. Louis, Salt Lake City, Niagara, Yellowstone Park, San Francisco and other towns and places along the route, and in California. At the conclusion of his American tour, His Royal Highness will probably embark on one of the Express boats at Vancouver. In Japan the Siamese Prince is to spend about a fortnight as the Emperor's guest.

A Mercury correspondent writes, under date Newchwang, 9th October:—The Russians have now handed back to China the Newchwang-Shanhaikwan sectional railway and have removed their entire railway staff to this side. They are busily engaged in making up their accounts, and for this purpose have engaged the large three-storyed building on Madeira Road. The Chinese flag is flying at all stations along the line and the trains are entirely manned and worked by the Chinese. For the last week window frames, doors, railway-sleepers, wharf girders, complete lengths of trolley-rails and trolley-cars, etc., have found their way here and elsewhere. A trolley-line may be seen working from the fund to the vicinity of the future Russian Consulate. Trains were not run for several days on the line just handed back on account of telegraphic and other interruptions. The Governor-General of Shensi Province has been here in connection with the restoration.

Mr. John Barrett, Commissioner-General for the Louisiana Purchase Exposition, who has returned from Manila, en route to Siam and India, is much pleased with the interest manifested not only by the Americans and Europeans in Manila but by the Filipinos themselves in the exhibit which the Philippine Islands will send to the World's Fair in 1904. It is now planned to make the Philippine display so comprehensive and characteristic that it will amount to a representation of the Islands in miniature at St. Louis, and give the American people their first correct idea of the Archipelago, its peoples, resources, and possibilities. Over \$350,000 gold, will be expended in the preparation of the exhibit and in the construction of suitable buildings. This work will be in charge of Dr. Gustav Alcedo, an eminent American exposition expert, who will be assisted by several prominent Filipinos to be appointed by Governor Taft.

The Bangkok Times of the 7th inst. writes:—The import trade is slack enough in Bangkok still, but during the past few weeks trade at the harbour has been of an exceedingly brisk character. Large consignments of rice have been daily pouring into the mills, and as we stand ready the stock of rice already prepared for export exceeds the capacity of the steamers available. One result of the large quantities of rice that vessels for Hongkong are not detained in Bangkok for any length of time. No sooner have they discharged their cargoes than they are able to reload and as a consequence, steamers are seldom more than two or three days in port. It is stated that the rice-ropes seem to be a fairly successful one. It is stated that last evening, for the first time for some months, there were only two steamers lying at Bangkok. Now, of the Norddeutscher Lloyd boats were in the river. To-day, however, a number of steamers from Hongkong, Taiwan, etc., arrived and the river lost its deserted appearance.

Sigur Molera, Italian Consul to China, who had been suffering from dysentery, died on Saturday, the 11th inst.

We are asked to remind those interested that to-day is the last day for claims to be sent in for recovery in general average per cent. *Stael*.

A Times correspondent, writing about Siam and Malaya, describes the Singapore papers as "more Imperialist than Mr. Seddon."

On the occasion of the Royal procession through London on Saturday, the 25th instant, 40,000 troops will line the streets.

The Kobo City authorities are issuing orders for a general cleansing of houses and the destruction of rats as preventive measures against a possible recurrence of plague. No more cases have been reported from Yokohama.

The residents of Rokkosan, near Kobo, have founded a golf club, and the links are now being prepared. They are situated between Bishop Foss's house and Dr. Miller's lot. This is the first golf club to be established in Japan.

The North German Lloyd steamer *Kronprinz Wilhelm* last month made a record passage across the Atlantic. She left Cherbourg at 9 p.m. on the night of the 10th ult. and arrived at Sandy Hook on the morning of the 16th. The duration of her passage was five days 11 hours 57 minutes. The daily runs were 349, 374, 374, 581, 573, and 336. The average speed was 23.09 knots.

A curious point in connection with our new Premier is that the caricaturists of Europe and America seem entirely unable to reproduce his features. The September *Review of Reviews* reproduces a number of caricatures, not one of which in the slightest degree resembles Mr. Balfour. Mr. Stead's organ records the fact that same German papers even call him "Mr. James" Balfour. Doubtless Sir Balfour is a common appellation for him in France.

Somebody was brought to book recently for an over-free use of the expression "The Shanghai Liar." There is apparently better warrant for the name of "The Saigon Liar" as the following notice issued by the Havas Agency last month will show:—"As soon as we learned that a denial had been given to our telegram of the 14th inst. announcing the occupation of Kelantan by 300 British soldiers, we instructed our correspondent to let us know immediately whether he was in a position to confirm the accuracy of his report, and if not, to give us an explanation. The following is the text of his reply:—"

"Saigon, 18th September.

"It is certain that 300 Sikhs are now occupying Kelantan. This occupation, which has, moreover, been announced by the Bangkok Press, has not been denied by the Siamese Government. The British, it is true, assert that the soldiers who are occupying Kelantan do not belong to their army and have been summoned solely to furnish a personal guard to the Sultan. The Governor of Singapore has arrived at Kelantan on board a man-of-war."

Bangkok papers profess satisfaction at the new Franco-Siamese treaty. The *Siam Observer* says:—"The treaty is likely to disappoint the French extremists. It may not give unmilitarized satisfaction from the Siamese point of view, but, if it brings about security and good relationships between France and Siam, the result will be worth the price. It is now the turn of the British Government to settle the questions which have been stirred up from Singapore in the Malay States. We shall be surprised if this British settlement is not at least as generous as the French. At any rate it will involve no cession of Siamese territory.

The following despatch, emanating from Antwerp, was published last month:—The breach between Kruger, Reitz, Leyds, and the Boer Generals is becoming so wide that the latter have decided to curtail their European tour for the purpose of making collections and to return shortly to South Africa, where the Boer people can judge for themselves as to their past and future conduct. The Dutch Government agrees with the Boer Generals that more is to be obtained from the English Government by friendly means, and thus assistance can be more promptly afforded to their distressed compatriots. Two other Governments have advised the Boer Generals to persist in the course they have hitherto pursued and in no circumstances to allow themselves to be brought into conflict with England. The near future will show whether the Boer people side with Kruger or Botha.

H.M.S. "ARETHUSA'S" RIFLE SHOOTING.

During the stay of H.M.S. *Arethusa* at Singapore, a correspondent writes:—The import trade is slack enough in Bangkok still, but during the past few weeks trade at the harbour has been of an exceedingly brisk character. Large consignments of rice have been daily pouring into the mills, and as we stand ready the stock of rice already prepared for export exceeds the capacity of the steamers available. One result of the large quantities of rice that vessels for Hongkong are not detained in Bangkok for any length of time. No sooner have they discharged their cargoes than they are able to reload and as a consequence, steamers are seldom more than two or three days in port. It is stated that the rice-ropes seem to be a fairly successful one. It is stated that last evening, for the first time for some months, there were only two steamers lying at Bangkok. Now, of the Norddeutscher Lloyd boats were in the river. To-day, however, a number of steamers from Hongkong, Taiwan, etc., arrived and the river lost its deserted appearance.

The *Bangkok Times* of the 7th inst. writes:—The import trade is slack enough in Bangkok still, but during the past few weeks trade at the harbour has been of an exceedingly brisk character. Large consignments of rice have been daily pouring into the mills, and as we stand ready the stock of rice already prepared for export exceeds the capacity of the steamers available. One result of the large quantities of rice that vessels for Hongkong are not detained in Bangkok for any length of time. No sooner have they discharged their cargoes than they are able to reload and as a consequence, steamers are seldom more than two or three days in port. It is stated that the rice-ropes seem to be a fairly successful one. It is stated that last evening, for the first time for some months, there were only two steamers lying at Bangkok. Now, of the Norddeutscher Lloyd boats were in the river. To-day, however, a number of steamers from Hongkong, Taiwan, etc., arrived and the river lost its deserted appearance.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 21st October, 11.20 a.m.

SIR E. SATOW AND THE HUNAN MURDERS.

The Attorney-General (Hon. Sir Henry S. Berkely) appeared for the Crown, instructed by Mr. H. L. Denny, Arthur Crown's solicitor, and Hon. Dr. Ho Kai, C.M.G., barrister-at-law, appeared for the accused.

The following inquiry was unanswered:

Misses E. B. Fox, R. Aitken, E. J. Indra, J. D. And K. Muller, G. P. Parker and E. Horne.

The Attorney-General in his opening statement said that the deceased Li Ki was a head cook at Butterfield and Swire's place at Quarry Bay. Three men were employed on one of the lighter boats connected with the sugar works. It appeared that there had been some trouble about the theft of an umbrella in the works by the second prisoner, whom the deceased compelled to return it to the owner. In consequence there was bad blood between them.

On the morning of the 21st August the second prisoner went to the police station and complained that he had been assaulted by the deceased. His personal appearance did not appear to bear out the statement and he was told to come back on the following morning (Monday) and take out a summons in the ordinary course. Later on in the same day the first prisoner also complained to the police that he had been threatened by the deceased. When he came up the deceased, who was in the custody of the police, had his hands tied behind his back, and he was struck on the head with a stick, and then hit with a stone. The deceased, who was in a very bad condition, was then taken to the hospital, where he died.

On Monday he was examined by Dr. Ho Kai, and he gave a deposition that the deceased had been beaten, and he was then taken to the hospital, where he died.

On Tuesday he was examined by Dr. Ho Kai, and he gave a deposition that the deceased had been beaten, and he was then taken to the hospital, where he died.

On Wednesday he was examined by Dr. Ho Kai, and he gave a deposition that the deceased had been beaten, and he was then taken to the hospital, where he died.

On Thursday he was examined by Dr. Ho Kai, and he gave a deposition that the deceased had been beaten, and he was then taken to the hospital, where he died.

On Friday he was examined by Dr. Ho Kai, and he gave a deposition that the deceased had been beaten, and he was then taken to the hospital, where he died.

On Saturday he was examined by Dr. Ho Kai, and he gave a deposition that the deceased had been beaten, and he was then taken to the hospital, where he died.

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LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

SOUTH AFRICAN AFFAIRS.

THE BOERS IN EUROPE.

London, 28th September.

Many people in England interpret the manifesto issued by the Boer generals as an ill-managed attempt at bluff.

The Boers at the Hague deny the seizure of State money by republican officials, as instanced in the case of the trust moneys of minors. The Boers at the Hague state that whatever sums were available were divided among the different commands of the Transvaal and the Orange Free State before the departure of Mr. Kruger for Europe.

GENERAL VIEWS OF THE MANIFESTO.

London, 29th September.

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London, 30th September.

The French have destroyed 17 towns with their native populations in the Ngounie district of the French Congo, as a punishment for the natives having disregarded the order to sell all their produce to the concessionaires of the land. Sixteen natives were killed and the remainder have fled to the bush.

U.S. LEAD COMBINATION.

London, 30th September.

The New York Herald announces the combination of all the important lead manufacturers in the United States with a capital of \$60,000,000 dollars (£12,000,000).

THE SHIPPING QUESTION.

London, 30th September.

Details of an agreement which has been entered into between the Canadian Steamship Company and the Imperial Government have been officially published. The agreement, which is to remain in force for 20 years, provides that during that time the company shall remain wholly British and shall hold its entire fleet at the disposal of the Government for charter or purchase. The Government will lend the company money at 2% per cent., repayable in 20 annual instalments for the construction of two large steamers of 24 and 25 knots for the Atlantic service. The Canadian Company undertakes not to unduly raise freights or give preferential rates to foreigners. A subsidy of £150,000 is to be paid to the company by the Government, dating from the time of the sailing of the new vessels.

The agreements made by the British Government with the Canadian Company and with the Morgan shipping combine have impressed shipping opinion in Liverpool most favourably.

London, 1st October.

Mr. Gerald Balfour, the President of the Board of Trade, at the recent of the Cunard Company, at which Mr. J. H. Christie, the United States Ambassador, and Lord Kitchener were also present, gave details of the agreement with the Cunard Company. Mr. Balfour added that the Government had also agreed with the Morgan shipping combination. This latter arrangement, he said, provided that for a period of 20 years the British companies included in the Atlantic combine should remain British in nature and that the directors should be British, and that the officers, the flag, and a reasonable proportion of the crew should remain British. Half the tonnage which should be built in the future for the combine should belong to the British companies and the remainder to the American companies.

Mr. J. H. Christie emphasised the community of ties which had bound Great Britain and the United States during the last hundred years, a community of ties which he hoped would continue another thousand years.

BEWARE.

of the Party offering imitations of MAGINIVE & CAMERON'S PENS.
They come in a box and a blessing to men,
The Flower of the Owl and the Waverley Pen.
Sold at all Stationers.

MAGINIVE & CAMERON, Ltd., Waverley Works,

Edinburgh.

1902-3

PORTSMOUTH LETTER.

[FROM OUR SPECIAL CORRESPONDENT.]

RETURN OF H.M.S. "TERRIBLE."

Portsmouth, 2d September.

On the 24th March, 1898, the noted cruiser *Terrible* was commissioned, and after an eventful 4 years and 178 days she returned to Portsmouth late on the evening of the 18th inst. and into harbour yesterday. It is too well known in China what the vessel has done during her commission, so I will only give a few of the most important events that have occurred on the homeward voyage. It may be mentioned that it was four years yesterday that the *Terrible*'s sail from this port.

In the course of her commission the *Terrible* has consumed 63,000 tons of coal, which is about double the quantity usually consumed by ships in one commission. Coming home she burnt on an average 270 tons a day, no less than 70 tons a day being required for the auxiliary engines alone. She took on board 2,600 tons at Port Said and 700 tons at Malta. She is now very light, her water-line being three or four feet above the surface of the water. The cruiser had a fine passage from the Far East, and fortunately there has been no mishap. The heat was very trying in the Red Sea, but once in the Suez Canal all discomfort from high temperature was at an end. The vessel, enormous as she is, came through the Canal, as one of her officers remarked, "like a skiff." The passage through the Canal occupied about 21 hours, a stoppage being necessary at Ismailia to enable some vessels to get clear. No tags were used, but one followed in the wake of the cruiser for if the necessity should arise.

AMONG THE INVALIDS WHO WERE EMBARKED FOR PASSAGE HOME.

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1902-3

THE GALLANT CAPTAIN.

He had worked his men hard, and had brought the ship to a state of efficiency not to be found in many vessels, but the crew were proud of their "skipper" and of what he had done. On the main deck there were some of the celebrated Ladysmith guns on their improvised carriages, inscribed "From Ladysmith to Peking." For service in North China the *Terrible* landed one 4.7 gun and five 12-pouncers, and about 200 officers and men. The bluejackets have but a poor opinion of the Chinaman's fighting qualities, especially at close quarters. He could not stand cold steel, but the Chinese artillery practice with the modern guns was particularly good.

One fixture on the upper deck which was pointed out with pride was Captain Scott's invention for training his men how to load a 6-inch gun expeditiously, and it was the constant practice with this secured the *Terrible* her splendid gunnery record. In a massive wooden upright, the breech-block of a 6-inch gun had been fixed, and a trough represented the barrel of the gun just inside the breech. The training consisted in the gun's crew lifting the 100-lb projectile and pushing it through the breech for about six or eight feet, when it rolled down an inclined board to the deck. In landing a gun, delay is necessarily caused by care having to be exercised in setting the projectile, but by means of this apparatus the men could, after a short course land and fire twice as rapidly as before. The "Dotter," another invention connected with shooting, was also pointed out and explained to groups of admiring visitors.

One feature of the commission, which all hands are agreed has been a particularly "happy" one, is that a supper has been provided for the men at quarter past seven, and that it has been appreciated by the crew was evident by the enthusiasm with which they referred to the matter. "In fact," said one of the Petty Officers, "for twelve or fifteen months before the Food Committee sat, we had carried out most of the Admiral Illes's Committee's suggestions."

As with all home-coming ships, the bluejackets have brought home plenty of pets. Scores of monkeys of all kinds were brought aboard, principally at Colombo, but a large number soon died, and "a good job, too," was the opinion of one man, for the creatures were a nuisance. Birds and parrots, too, were plentiful, and in parts the mess had the appearance of a small aviary. But the special pet of the ship's company was "Nelly," a particularly rare breed of spotted deer, which Captain Percy Scott purchased at Hongkong. On the voyage home the graceful little creature has been allowed to gambol about the decks, and the bluejackets have taught her a number of tricks. One of the most popular forms of amusement is to make "Nelly" box and stand on her hind legs she makes quite a creditable display in the world is likely to surpass. In consequence of the unseasonable prevailing in the country, the companies took occasion to ascertain that the Morgan group had no thought of buying up the former, and this information was made known to the public; but in order to provide against all future eventualities and to allay any lack of confidence still existing in the public mind, the companies intend to establish, by statute, that their management shall be purely German and that such a majority shall ever have the power to enter into arrangements which might, in a national sense, exercise an undesirable influence upon their national character and methods of administration. The activity of the Americans, however, has given a stimulus to the making of traffic conventions. Very comprehensive negotiations have taken place between the American and English companies, at which the German companies were also represented, in regard to a uniformity of tariff for the goods traffic between England and North America. So far as the result of these deliberations has been made public, it was a question of fixing the lowest prices for the carriage of the chief objects of commerce in order to put an end to competition in the respective companies' printed tables. These were questions in which the German companies had naturally little to say, since they do not carry freights between England and America, whereas the English and American companies were also represented, in regard to a uniformity of tariff for the goods traffic between England and North America. So far as the result of these deliberations has been made public, it was a question of fixing the lowest prices for the carriage of the chief objects of commerce in order to put an end to competition in the respective companies' printed tables. 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THE HONGKONG DAILY PRESS, WEDNESDAY, OCTOBER 22ND, 1902

4

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 6th Ed.

Licker's
P.O. Box, 33 Telephone No. 12.

**NEW ADVERTISEMENTS
WANTED.**

A GENTLEMAN TO TEACH FRENCH
for a few hours weekly.
Apply—

CAPTAIN,
H.M.S. "ALBION,"
Hongkong, 22nd October, 1902. [2804]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"TIENTSIN,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day, the 21st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st October, 1902. [2802]

TO LET.
F. C. MOXON.—
I HAVE This Day RE-SUMED CHARGE
of the above Company.
GEO. L. TOMLIN,
Secretary.

Hongkong, 21st October, 1902. [2802]

NOTICE.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

I HAVE To-day taken over Charge of the
Agency of MESSRS. SMITH, BELL & CO.,
Manila, in this port, from MR. B. W.
NUTTALL.

G. C. MOXON.—

I HAVE To-day handed over Charge of the
Agency of MESSRS. SMITH, BELL & CO.,
Manila, in this port, to MR. G. C. MOXON.

B. W. NUTTALL.

Hongkong, 20th October, 1902. [2807]

TO LET.

FURNISHED HOUSE at PEAK, for Two
Months from 1st November.

Apply to—

MR. SIMS,
Commercial Union Assurance Co., Ltd.
Hongkong, 22nd October, 1902. [2803]

NOTICE.

FR. BLUNCK,
SILK LACE MANUFACTURER,
Will hold a
CHRISTMAS SALE
from 1st November to 15th November,
and 15th December to 24th December.

ALL LACES, GRASSCLOTH EMBROIDERIES and GEASSCLOTH DRAWN-WORK will be REDUCED 15 per cent.
FOR CASH ONLY.

All Goods are of the Best Quality and
Workmanship.

The largest stock in these lines.

Inspection cordially invited.

Hongkong, 22nd October, 1902. [2805]

PUBLIC AUCTION.

THE Undersigned have received instructions
from J. B. WARFIELD, Esq., to Sell-by
Public Auction,

on

TUESDAY,
the 28th October, 1902, at 2.30 p.m., at No. 3,
Mountain View, The Peak.

THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE,
Comprising:

SIDEBOARD with BEVELLED
MIRRORS, DINING TA-LE, MOROCCO-
COVERED CHAIRS, DINING WAGON,
TEAK OVERMANTELS, BLACKWOOD
STOOLS and TEA POYS, GLASS,
CROCKERY and ELECTRO WAR-E
CUTLERY, CARPET, LACE CURTAINS,
&c., &c.

TEAK WARDROBES with BEVELLED
MIRRORS, TOILETTABLES, MARBLE-
TOP WASH-TABLES, DOUBLE BRASS-
MOUNTED IRON BEDSTEADS, CARD
TABLE, CHAIRS, OCCASIONAL
TABLES.

Also

1 MILNER'S SAFE
A Lot of PLANTS in POTS.

TERMS—Cash on delivery.

On view from Monday, the 27th October.

Catalogues will be issued.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 22nd October, 1902. [2809]

PUBLIC AUCTION.

THE Undersigned have received instructions
from Thos. S. H. REED, Esq., to Sell by
Public Auction,

on

WEDNESDAY,
the 29th October, 1902, at 2.30 p.m., within
his Residence, No. 8, KNUTSFORD TERRACE,
Kowloon.

THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE,
Comprising:

SILK TAPESTRY, DRAWING ROOM
SUITE, OVERMANTELS, DOUBLE and
SINGLE IRON BEDSTEADS with MAT-
TERS, TEAKWOOD WARDROBES
with BEVELLED GLASS, AN INSTANT
CARPET, TEAKWOOD EXTENSION
DINING TABLE and CHAIRS, SIDE-
BOARD, DINER SERVICE, PIC-
TURES, COOKING STOVE and UTEN-
SILS, &c., &c.

One COTTAGE PIANO, by Lane, Craw-
ford & Co. (in good order and condition);
And

A LARGE ASSORTMENT of PALMS
and PLANTS in POT, and STANDS.

One COOKING STOVE and UTENSILS,
One BICKENDEIFER and One HAM-
MOND TYPEWRITER, ETCHEINGS,
PHOTOGRAVURES, &c.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 22nd October, 1902. [2810]

Advocates.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SHANGHAI.

"AUSTRALIAN,"
Captain Helms, will leave for the above port
on FRIDAY, the 24th inst., at DAYLIGHT.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

For Passage apply to

GIBB, LIVINGSTON & CO.

Hongkong, 22nd October, 1902. [2806]

**NEW ADVERTISEMENTS
WANTED.**

**WHAT YOU
WANT TO KNOW**

about a life assur-
ance company is
just what you
would want to know
about a bank or any
other institution
in which you
thought of investing?

What is the company's earning
ability as shown by its past
history?

What is the outlook for future
dividends as indicated by its
accumulated surplus?

These two ques-
tions answered,
and the rest is of secondary
importance. Any
agent of the Equitable
will answer
these questions—
or any others—to
your satisfaction.

F. KIENE,
Hongkong Manager,
EQUITABLE LIFE,
14, Des Vieux Road,
Hongkong, 20th October, 1902. [2794]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.

Cash Security ... £25,719
Total Losses Paid ... £6,769,240

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 22nd July, 1902. [1427]

INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO. OF AIX-LA-CHAPELL

FIRE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [118]

ESTABLISHED 1836.

NORTHERN ASSURANCE COMPANY.

THE Undersigned AGENTS of the above
Company are prepared to ACCEPT
First Class Foreign and Chinese Risks at
Current Rates.

TURNER & CO.,
Hongkong, 21st October, 1902. [2798]

**THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.**

ASSETS EXCEED TEN MILLIONS STEELING.

THE Undersigned having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

IN THOROUGH REPAIR.

The Launches will be open for Inspection at
the Hongkong Ferry Wharf from MONDAY,
the 29th instant, until date of sale.

TERMS—As usual.

For further Particulars, apply to
HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th October, 1902. [12792]

PUBLIC AUCTION

THE Undersigned have received instructions
from the "STAR" FERRY CO., LTD., to
Sell by Public Auction (unless previously
disposed of by private contract).

WEDNESDAY.

the 5th NOVEMBER, 1902, at NOON, at the
"STAR" FERRY COMPANY'S WHARF,
Hongkong.

The Star Launches

"EVENING STAR"

AND

"RISING STAR."

The "Evening Star" was built in 1889 and
the "Rising Star" in 1891, both of Teak with
Steel Frames, by the Hongkong and Whampoa
Dock Company.

IN THOROUGH REPAIR.

The Launches will be open for Inspection at
the Hongkong Ferry Wharf from MONDAY,
the 29th instant, until date of sale.

TERMS—As usual.

For further Particulars, apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th October, 1902. [12792]

PUBLIC COMPANIES

CANTON INSURANCE OFFICE,

FOUNDED 1710.

The Undersigned having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [25]

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY
GENERAL MEETING of SHARE-

HOLDERS will be held at the OFFICES of
the Undersigned at 12 o'clock Noon, TO-

MORROW (THURSDAY), the 23rd October.

The TRANSFER BOOKS of the Company
will CLOSE from the 9th to the 23rd
October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Canton Insurance Office, Limited.

Hongkong, 24th September, 1902. [2561]

**THE PUNJOM MINING COMPANY,
LIMITED.**

NOTICE.

SHAREHOLDERS in the above Company
are requested to attend a PRIVATE
MEETING to be held in the COMPANY'S
OFFICE, No. 13, Bonsairoad Arcade, TO-

MORROW (THURSDAY), the 23rd October,

1902, at 12 NOON.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS' OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859,
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MATSON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHER

MUMYEYA, JAPANESE ARTIST.
Bromides and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

DAILY PRESS' OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants.
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Mouldings,
144, Des Voeux Road.

MORE & SEIMUND,
43 & 45 Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
house Brand") and Blenders.
Spices & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

FOR SALE

THE Undersigned have instructed to
offer for sale privately, Sunday Loo's
of Machinery, at the WANCHAI MACHINERY
GODOWN AND ENGINEERING ESTABLISH-
MENT, CROSS LANE, Hongkong.

LAUNDRY

STEAM LAUNDRY MACHINERY,
MARINE SCREW ENGINES, BOILER
TUBES, DRIVING ENGINES, LATRICES,
WINDLASS, CHAINES, WINCHES, FIRE
ENGINES, ETC., ETC. BOILER, STEAM
STEARING, ETC., STEAM HAMMER,
ONE MERRYWEATHER'S PATENT
STEAM FIRE ENG. NO. DONKEY
PUMPS, HYDRAULIC BAILING PRESS,
8 HYDRAULIC JACKS (new) from 6 to 20
tons, PARKER'S PARALLEL VICES, ONE
STRONG SCREWING MACHINE, FOUR
NEW CAPSTANS, ONE SET PLATE-BEND-
ING ROLLERS, &c., &c.; And

A Large Quantity of ANGLE IRON
ROUND and SQUARE STEEL BARS of
Various Sizes, and Six Cases of BRASS
CONDENSING TUBES, suitable for Con-
densing Eng. &c.

The Engineering and Moulding Shops are in
process of working order and can be sold as going
concern if required.

For further particulars apply to
HUGHES & ROUGH,
Brokers and Auctioneers,
Hongkong, 4th October, 1902.

NOTICE OF REMOVAL

WE have this day REMOVED our
Business to No. 2, ZETLAND
STREET.
HEUERMANN, HERBST & CO.
Hongkong, 23rd September, 1902.

PURE FRESH WATER

THE HONGKONG STEAM WATER-
BOAT CO. LTD. is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boiler.

Call Flag W.
J. W. KEW,
Manager,
20, Des Voeux Road.
Hongkong, 13th June, 1902.

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CHEONG SHING
GENERAL EXPORTERS.

DEALERS IN
JEWELLEBEY DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY,
WAXES, EMBROIDERY, AND
CHINESE CLOTHES.

Wholesale and Retail. Prices very moderate.
No. 32, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GALES & CO.).
Hongkong, 2nd June, 1902.

185

A NEW MAGAZINE
(To be Published Quarterly),
"THE EAST OF AIA."

JUST ISSUED.

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
People, Customs, &c., of the Far East.

Price ... 3150.
At Messrs. KELLY & WALSH, LTD.,
Hongkong, 6th March, 1902.

71

OREGON LUMBER.
THE Undersigned being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1902.

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PUBLISHED BY SPECIAL ARRANGEMENT.]

THE SEVEN SECRETS,

BY WILLIAM LE QUEUX
(Author of "The Under-Secretary," "The Day
of Temptation," "Of Royal Blood,"
"Whose Friend a Wife," &c., &c.).

[COPYRIGHT.]

CHAPTER XXVI.
(Continued.)

The two following days passed uneventfully.
Each evening, about ten, Ambler Jeavons came
in to smoke and drink. He stayed an hour,
apparently nervous, tired and fatigued in a
manner quite unusual, but to my inquiries
regarding the success of his investigations he
remained dumb.

"Have you discovered anything?" I asked
eagerly, on the occasion of his second visit.
He hesitated, at length answering—

"Yes—and no. I must see Ethelwynn to-
morrow, without delay. Telegraph and ask her
to meet you here. I want to ask her a
question."

"Do you still suspect her?"
He shrugged his shoulders with an air of
distinct vagueness.

"Wire to her to-n-night," he urged. "Your
man can take the message down to the Charing
Cross office, and I'll get it at eight o'clock in
the morning. The funeral is over, so there is
nothing to prevent her coming to town."

I was compelled to agree to his suggestion,
although loth to again bring pain and anxiety to
my love. I knew how she had suffered when
a few days ago I had questioned her, and I
felt convinced by her manner that although she
had refused to speak she herself was innocent.
Her lips were sealed by word of honour.

The message I sent requested her to meet me
at my rooms at half-past three in the after-
noon, for I was being Saturday Sir Bernard was
about according to public. Saturday was always a
light day, for my chief declined to see patients
he liked to remain at home always from Friday
night until Monday.

According to appointment Jeavons met me
when I had finished my morning's work at
Guy's, and we took a glass of sherry together in
a neighbouring bar. Then, at his invitation, I
accompanied him along the Borough High
Street and Newington Causeway to the London
Road, until we came to a row of costermongers
bars drawn up beside the pavement. Before
one of these, piled with vegetables ready for the
Saturday-night market, he stopped, and was
immediately recognized by the owner—a tall,
consumptive-looking man, whose face struck me
somewhat as being familiar.

"Well, Lane!" my companion said. "Busy,
eh?"

"Not very, sir," was the answer, with the
true Cockney twang. "Trade isn't very brisk."
Leaving my side my companion advanced towards
the man and whispered some confidential
words that I could not catch, at the same time
pulling something from his breast pocket, and
showing it to me.

"Oh, yes, sir. No doubt about it!" I heard
the man exclaim.

Then, in reply to a further question from
Jeavons, he said—

"Amy Arding used to work at Curtis's. So
I fancy that'd be the place to find out somethin'.
I'm keepin' my ears open, you bet," and he
winked knowingly.

Where I had seen the man before I could not
remember. But his face was certainly familiar.
When we left him and continued along the
busy thoroughfare of cheap shops and itinerant
vendors I asked my friend who he was, to which
he merely replied,

"Well, he's a man who knows something
of the affair. I'll explain later. In the
meantime come with me to Gray's Inn Road.
I have to make a call there," and he hauled a
handcar, into which we mounted.

Twenty minutes later we alighted before a
dingy-looking barber's shop and inquired of
Mr. Hardling—an assistant who was at that
moment shaving a customer of the working
class. It was a house where one could be shaved
for a penny, but where the toilet accessories
appeared to be somewhat primitive.

While I stood on the threshold, Ambler
Jeavons asked the barbers' assistant if he had
ever worked at Curtis's, and if while there he
knew a man whose photograph he showed him.

"Yes, sir," answered the barber, without a
moment's hesitation. "That's Mr. Slade. He
was a very good customer, and Mr. Curtis
used always to attend on him himself."

"Slade, you say, is his name?" repeated my
friend.

"Yes, sir."

Then thanking him, we re-entered the cab and
drove to an address in a street off Shoreditch
Avenue.

"Slade! Slade!" repeated Ambler Jeavons to
himself as we drove along. "That's the name
I've been in search of for weeks. If I am
successful I believe the Seven Secrets will
resolve themselves into one of the most remarkable
conspiracies of modern times. I must
however, make this call alone, Ralph. The pro-
sence of a second person may possibly prevent
the man from going to see me from makin' a full
and straightforward statement. We must not
risk failure in this inquiry, for I anticipate that
it may give us the key to the whole situation."

"Not at all, if you'll promise to explain the
result of your investigations afterwards."

"You shall know everything later," he
assured me, and a few moments afterwards I
alighted at the saloon bar he had indicated,
a long lounge that is patronised a good deal by
theatrical people.

He was absent nearly half an hour, and when
he returned I saw from his face that he had
obtained some information that was evidently
satisfactory.

We entered at Simpson's in the Strand—that
old-fashioned restaurant where the huge
joint are wheeled from table to table—but I
still refused to tell him anything.

"I hope to learn something further this
afternoon," he said before we parted. "If I do
I shall call you about six." Then he jumped
into a hansom and disappeared. Jeavons was a
strange fellow. He spoke little and thither,
telling no one his business or his motives.

About the hour he had named he was ushered
into my room. He had made a complete change
in his appearance. He wore a tall hat and
frock coat, with a black fancy waistcoat, where
on white flowers were embroidered. By a few
artistic touches he had altered the expression
of his features, too—adding nearly twenty years
to his age. His countenance was one of those
round, flexible ones that can so easily be altered
by a few dark lines.

"Well, Ambler!" I said anxiously when we
were alone. "What have you discovered?"

"Several rather remarkable facts," was his
philosophic response. "If you care to accom-
pany me I can show you to-night something
very interesting."

"Come to accompany you?" I echoed. "I'm
only too anxious."

He glanced at his watch, then flinging himself
into the chair opposite me, said, "We've

an hour yet. Have you got a drop of brandy
handy?"

Then for the first time I noticed that the
fresh colour of his cheeks was artificial, and
that in reality he was exhausted and white as
death. The difficulty in speaking that I had
attributed to excitement was really due to
exhaustion.

Quickly I produced the brandy, and gave him
a stiff peg, which he swallowed at a single gulp.
His eyes were no longer sleepy-looking, but
there was a quick fire in them which showed me
that, although suppressed, there burned within
him a fierce desire to get at the truth. Evidently
he had learned something since I left him
over there on Sippins's, but what it was I
could not gather.

I looked at the clock and saw it was twenty
minutes past six. He noticed my action and
said—

"If we start in an hour we shall have suffi-
cient time."

Ambler Jeavons was never communicative,
but as he sat before me his brows were knit
in deep thought and his hands clasped with
suppressed agitation, and he took a second brandy
and said, "An unusual indulgence which betrayed
an absent mind."

"Do you still suspect her?"
He shrugged his shoulders with an air of
distinct vagueness.

"Wire to her to-n-night," he urged. "Your
man can take the message down to the Charing
Cross office, and I'll get it at eight o'clock in
the morning. The funeral is over, so there is
nothing to prevent her coming to town."

I was compelled to agree to his suggestion,
although loth to again bring pain and anxiety to
my love. I knew how she had suffered when
a few days ago I had questioned her, and I
felt convinced by her manner that although she
had refused to speak she herself was innocent.
Her lips were sealed by word of honour.

At last half-an-hour later our cab set us down
in Upper Street, Islington, close to the Charing
Cross office, and as we turned up a kind of court
over the entrance of which a lamp was burning,
revealing the words "LAW HALL."

At half-an-hour later our cab set us down
in Upper Street, Islington, close to the Charing
Cross office, and as we turned up a kind of court
over the entrance of which a lamp was burning,
revealing the words "LAW HALL."

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in Upper Street, Islington, close to the Charing
Cross office

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, to determine her name, built into four sections, running from Green Island. Vessels anchoring at Kowloon are built k. away from Hongkong, midway between Hoagkow and Kowloon, and those vessels berthed at the Kowloon Wharf k.m., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	—	F. Summers	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	ACHILLE	Brit. str.	—		BUTTERFIELD & SWINE	On 26th inst.
LONDON	MARYLAND	Brit. str.	—		BUTTERFIELD & SWINE	On 11th November.
LONDON	AGAMEMNON	Brit. str.	—		BUTTERFIELD & SWINE	On 25th November.
LONDON	TANTALUS	Brit. str.	—		BUTTERFIELD & SWINE	On 9th December.
LIVERPOOL DIRECT	PINGSUET	Brit. str.	—		BUTTERFIELD & SWINE	On 8th November.
LIVERPOOL DIRECT	DECALOGUE	Brit. str.	—		BUTTERFIELD & SWINE	On 20th November.
LIVERPOOL DIRECT	ALCINOU	Jan. str.	—		BUTTERFIELD & SWINE	On 20th December.
MAISSEUILLES, LONDON, & ANTWERP, SPORKE, &c.	INAIA MARU	Fran. str.	—		NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
MAISSEUILLES, &c., VIA PORTS OF CALL	EGNEUS SIMONS	Brit. str.	—		MESSAGERIES MARITIMES	On 3rd November, at 1 p.m.
MAISSEUILLES & LONDON	JAVA	Ger. str.	2 m.		P. & O. S. N. Co.	On 14th Nov., at Noon.
DREGEN, VIA SHANGHAI	HAMBURG	Ger. str.	—	E. Burmeister	MELCHERS & CO.	On 29th inst., at Noon.
HAVRE & LAMUOHO	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
HAVRE & HAMBURG	SEIRIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 19th November.
HAVRE & HAMBURG	MARIBURG	Ger. str.	—	Neidermeyer	HAMBURG-AMERIKA LINIE	On 3rd December.
HAVRE & HAMBURG	SUCVIA	Ger. str.	—	Borek	HAMBURG-AMERIKA LINIE	On 17th December.
HAVRE & HAMBURG	ALESIA	Ger. str.	—	Schonfeldt	HAMBURG-AMERIKA LINIE	On 31st December.
ODESSA, VIA PORTS OF CALL	KINAS GORTSCHAKOW	Brit. str.	—	BRADLEY & CO.	To-morrow.	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL	LOTHIAN	Fren. str.	—	DODWELL & CO., LTD.	About 29th inst.	About 29th inst.
BALTIMORE & NEW YORK	CHARLES TIDWELL	Fren. str.	—	ARNOLD, KAHBERG & CO.	Or about 29th November.	Or about 29th November.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.E.	TO-DAY, at Noon.	TO-DAY, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.E.	ON 3rd December.	ON 3rd December.
VANCOUVER, VIA SHANGHAI, &c.	PIGLADES	Brit. str.	—	W. H. Smith	BUTTERFIELD & SWINE	To-morrow.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YANGTSE	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 1st November.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	KAGA MARU	Jap. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 3rd Nov., at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	INDIA MARU	Jap. str.	2 m.		BUTTERFIELD & SWINE	On 25th inst.
PORLOND, OREGON	INDIA MARU	Jap. str.	2 m.		GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS	TAIWAN	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
AUSTRALIAN PORTS	AIRLINE	Jap. str.	—		P. & O. S. N. Co.	To-morrow, at Daylight.
YOKOHAMA, VIA SHAI, TAKU, MOJI & KOBE	YAWATA MARU	Jap. str.	—		K. Kori	On 31st inst., at Noon.
KOBE & YOKOHAMA	TIENSHIN	Jap. str.	—		NIPPON YUSEN KAISHA	On 24th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
SHANGHAI	KANAGAWA MARU	Jap. str.	—		H. Fraser	On 24th inst., at Daylight.
SHANGHAI	AUSTRALIAN	Brit. str.	—		HELM	On 24th inst., at Daylight.
SHANGHAI	ICHANG	Brit. str.	2 m.	G. W. Cockman, R.N.E.	BUTTERFIELD & SWINE	On 24th inst.
SHANGHAI	TEUTONIA	Brit. str.	—		BUTTERFIELD & SWINE	On or about 25th inst.
SHANGHAI	MASSILIA	Brit. str.	—		P. & O. S. N. Co.	On 27th inst.
SHANGHAI	WOOSUNG	Brit. str.	—		BUTTERFIELD & SWINE	On 27th inst.
TAMSU, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.		GIBB, LIVINGSTON & CO.	On 29th inst.
ANPING, VIA SWATOW & AMOY	MAJDZURU MARU	Jap. str.	1 m.		NIPPON YUSEN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & FOOCHOW	TALES	Brit. str.	2 m.		OSAKA SHOSEN KAISHA	To-morrow.
CEBU & ILOILO	KAIFFONG	Brit. str.	2 m.		DODWELL & CO., LTD.	To-morrow, at 4 p.m.
MANILA	LOONGSANG	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On 29th inst.
MANILA	SUNGKANG	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 31st inst., at 3 p.m.
MANILA	ROSETTA MARU	Jap. str.	2 m.		MITSUI BUSSAN KAISHA	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	ARRATOON APCAR	Brit. str.	2 m.		DAVID SASOON & CO., LTD.	To-morrow, at 3 p.m.

SHIPPING.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamer

"AIRLINE."

Captain St. John George, will be despatched for the above ports TO-MORROW, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents,

Hongkong, 4th October, 1902. [2664]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamer

"AERATOON APCAR."

Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 23rd instant, at 3 p.m.

For Freight or Passage, apply to

DAVID SASOON & CO., LTD., Agents,

Hongkong, 20th October, 1902. [2799]

STEAM FOR ODESSA.

THE New Russian Steamer

"KINAS GORTSCHAKOW."

3,877 Tons Gross Register, will be despatched for ODESSA VIA PORTS OF CALL TO-MORROW, the 23rd inst.

For Freight and further Particulars, apply to

BRADLEY & CO., Agents,

Hongkong, 9th October, 1902. [2707]

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

2nd Oct.

FAUSANG, British str., for Canton.

FEICHING, British str., for Shanghai.

HENGZIANG, British str., for Canton.

MARIE JENSEN, German str., for Amoy.

MICHAEL JENSEN, German str., for Haiphong.

QUATRA, German str., for Chefoo.

ROSEBAUM, MARY, Japanese str., for Manila.

SARINA, German str., for Singapore.

SALVATI, German str., for Newchwang.

DEPA, TUR-S.

21st October.

ABAB, N. FANGHUA str., for Hakodate.

FRIGMING, British str., for Shanghai.

HAENGZIANG, British str., for Canton.

MARIE JENSEN, German str., for Amoy.

MICHAEL JENSEN, German str., for Haiphong.

QUATRA, German str., for Chefoo.

ROSEBAUM, MARY, Japanese str., for Manila.

SARINA, German str., for Singapore.

SALVATI, German str., for Newchwang.

VESSELS IN DOCK.

26th October.

ABERDEEN DOCKS.—China, Carl Diederichsen.

26th Oct.—Salem, Luxor, F. Regis.

Zaire, H.M.S. Africa, Stanley, K. Gortschakow.

Halloway, Anping Maru.

CONRADINE DOCK—Ingalls, Nanshan.

SHIPPING REPORTS.

The British steamer THALAS, from Swatow

20th October, had strong E.N.E. breeze and moderate sea.

The British steamer AUSTRIAN, from Australia

25th Sept., had fine weather throughout;

strong N.E. wind and rough sea through the China Sea.

VESSELS IN THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamer

"THALES."

Captain Wilson, will be despatched for the above ports TO-MORROW, the 23rd inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 20th October, 1902. [2798]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched on

above ports TO-MORROW, the 23rd inst., at 4 p.m.

This steamer has superior accommodation for

First-class Passengers, and is fitted throughout

with Electric Light.

OCEAN STEAM SHIP COMPANY, LTD.

OUTWARDS:

STEAMERS	DUE
"PATROCLUS"	On 22nd October.
"TANTALUS"	On 8th November.
"ALCINOUS"	On 13th November.
"PELEUS"	On 3rd December.

HOMEBWARDS:

STEAMERS	TO SAIL
"ACHILLES"	On 28th October.
"MENELAUS"	On 11th November.
"DEUCALION"	On 20th November.
"AGAMEMNON"	On 25th November.
"TANTALUS"	On 9th December.
"ALCINOUS"	On 26th December.

(Taking Cargo at London Rates)

The S.S. "PATROCLUS" left Singapore on the 17th inst., and is expected here on the 22nd inst.

For Freight, apply to:

BUTTERFIELD & SWIRE,
AGENTS. 11

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

OUTWARDS:

STEAMERS	DUE
"YANGTSE"	On 30th October.
"TEENKAI"	On 19th November.
"MOYUNE"	On 27th November.
"OOUPACK"	On 10th December.

HOMEBWARDS:

STEAMERS	TO SAIL
"PINGSUEY"	On 8th November.

TRANS-PACIFIC SERVICE:

STEAMERS	TO SAIL
"VICTORIA, SEATTLE, TACOMA, AND YANGTSE"	On 1st November.
all PACIFIC COAST POINTS, via TEENKAI	On 1st November.
NAGASAKI, KORE & YOKOHAMA	On 29th November.

For Freight, apply to:

BUTTERFIELD & SWIRE,
AGENTS. [2402]

CHINA NAVIGATION CO. LIMITED.

FOR:

CEBU and ILOILO	STEAMERS	TO SAIL
THURSDAY ISLAND, COCKTOWN,	"KAIFONG"	On 23rd October.
CABRNS, TOWNSVILLE,	"TAIYUAN"	On 23rd October.
BRISBANE, SYDNEY and MEL-	"ICHANG"	On 24th October.
BOURNE	"TIENSIN,"	On 24th October.
SHANGHAI	"WOOSUNG"	On 27th October.
SHANGHAI	"SUNGKIAH"	On 29th October.
MANILA	"*	*

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE,
AGENTS. 12

Hongkong, 29th October, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOT POSTES FRANCAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ALEX. EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd November, 1902, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Dupuy Frémy, with Main Passengers, Specie and Cargo, will leave the Port for MARESILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Australia, which vessel takes on her Passengers and Mail, leaving that port on the 15th November, direct to Suez. Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, 22nd October, 1902. [2403]



TOYO KISEN KAISHA.
(ORIENTAL SS CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

The Company's well-known Steamship

"ROSETTA MARU,"
3,578 Tons.

Captain Tato, will be engaged for MANILA on FRIDAY, the 31st inst., 1.30 P.M.

Magnificent accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to:

THE MITSUI BUSSAN KAISHA,

Agents.

Prince's Building, Ice House Street.

Hongkong, 2nd October, 1902. [2404]

STEAM FOR BALTIMORE AND NEW YORK.

THE French Steamer

"CHARLES THIBERGHEN,"

will be despatched for the above ports on or about 6th November.

For Freight, apply to:

ARNHOLD, KARBERG & CO.,

Agents.

Hongkong, 5th October, 1902. [2405]

DAVID CORSAIR & SONS
MERCHANT NAVY
NAVY BOILED
LONG BLAZ
CANVAS
RELIANCE CROWN
TARPAULIN
ARNHOLD, KARBERG & CO.

Agents.

Hongkong, 16th October. 992. [2406]

SPECIAL ILLUSTRATED
CORONATION SUPPLEMENT
TO THE
HONGKONG DAILY PRESS."

A FEW COPIES LEFT OF THE
SECOND EDITION.

On Sale at 10 Cents a copy to clear.

Address: MANAGER,

"Hongkong Daily Press" Office.

NOTICE TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE
NORDDEUTSCHE LLOYD
HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN."

OF THE NORDDEUTSCHE LLOYD, having arrived at the above ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON To-DAY, the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23d inst., at 9 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD.
MELCHERS & CO., Agents.

Hongkong, 17th October, 1902. [2407]

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo ex above steamer, which struck on a reef near Jeddah on or about 1st June, 1902, are notified that all Claims older than for sea damage should be rendered to the undersigned, accompanied by survey reports in duplicate, on or before 23rd instant, after which date they cannot be recognised.

All damaged packages will be examined on Monday, the 27th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th October, 1902. [2408]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

SHEWAN, TOMES & CO., Agents.

Hongkong, 17th October, 1902. [2409]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 18th October. 1902. [2410]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DEUCALION."

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Cargo undelivered after the 24th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 24th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October. 992. [2411]

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 18th October. 1902. [2412]

THE SPECIAL ILLUSTRATED CORONATION SUPPLEMENT.

TO THE

HONGKONG DAILY PRESS."

A FEW COPIES LEFT OF THE

SECOND EDITION.

ON SALE

Address: MANAGER,

"Hongkong Daily Press" Office.

Hongkong, 18th October. 1902. [2413]

HAMBURG, ANTWERPEN, FENAGAN AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA."

Captain Bremer, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before NOON To-DAY, the 13th inst.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23d inst., at 9 A.M.

No fire insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hamburg Office.

Hongkong, 15th October, 1902. [2414]

ALLIANZ VERBUND.

Allas, American ship, 4,302 tons, July 14.

Standard Oil Co.

Grosvener, British barque, 316, Boga, June 13.

Kelst, British ship, 1,812, Hughes, July 23.

Luzon, American barque, 1,3

POST OFFICE NOTICES.

Parcels Mails for Europe, &c., per a.s. *Bellarde*, will close at 3 p.m., on Friday, the 24th inst. The Massete, with the English Mail of the 24th ult., left Singapore on Sunday, the 19th inst., and may be expected here on or about Friday, the 24th inst. This Packet brings replies to letters despatched from Hongkong on the 24th August.

The *Doric*, with the American Mail of the 27th ult., left Yokohama on Thursday, the 16th inst., at daylight, and may be expected here on or about Friday, the 24th inst.

MAILS WILL CLOSE.

FOR	P.M.	DATE
Canton	Hongkong	Wednesday, 22nd, 7.30 A.M.
Shantou and Shanghai	Exang	Wednesday, 22nd, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.	Empress of China	Printed matter and samples—10.00 A.M. Registration—10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Macao	Hongkong	Letters—11.00 A.M.
Shanghai	Hongkong	Wednesday, 22nd, 1.15 P.M.
Ancon	Victoria	Wednesday, 22nd, 3.00 P.M.
Shanghai, Taku, Moji, Kobe and Yokohama	Seyowa	Wednesday, 22nd, 5.00 P.M.
Swatow, Amoy and Foochow	Thales	Wednesday, 22nd, 5.00 P.M.
Bangkok	Chong	Wednesday, 22nd, 5.00 P.M.
Canton	Futokan	Wednesday, 22nd, 5.00 P.M.
Port Darwin Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Arlie	Thursday, 23rd, 11.00 A.M.
Shanghai	Plethora	Thursday, 23rd, 11.00 A.M.
Manila	Aviation Apear	Thursday, 23rd, 2.00 P.M.
Singapore, Penang and Calcutta	Loomsang	Thursday, 23rd, 3.00 P.M.
Thursday Island, Townsville, Cairns, Brisbane, Sydney and Melbourne	Taiyuan	Thursday, 23rd, 3.00 P.M.
Nagasaki, Kobe and Yokohama	Kanya Maru	Friday, 24th, 11.00 A.M.
Shanghai	Lienhsing	Friday, 24th, 3.00 P.M.
Shanghai	Tiendan	Friday, 24th, 4.00 P.M.
Ichang	Iadravelli	Saturday, 25th, 10.00 A.M.
Shanghai	Wooing	Printed matter and samples—10.00 A.M. Registration—10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra postage 10 cents)	Bellarde	Letters—11.00 A.M.
Supplementary mail on board up to the time fixed for departure of the mail.		Extra Postage 10 cents
Shanghai		

TO-MORROW.

Meeting of Pajon Mining Co., Ltd., noon
Ordinary General Meeting of Canton Insurance Office, Ltd., noon.

COMMERCIAL.

CLOSING QUOTATIONS.
21st October.

London— Telegraphic Transfer 1.81
Bank Bills, on demand 1.81
Bank Bills, at 30 days sight 1.81
Bank Bills, at 4 months sight 1.81
Copper, at 4 months sight 1.81
Contingent Bills, 4 months sight 1.81
Paris—
Bank Bills, on demand 2.10
Bank Bills, at 4 months sight 2.14
On Germany—
On demand 1.71

New York—
Bank Bills, on demand 1.01
Credit, 60 days' sight 41

On Boera—
Telegraph: Transfer 1.25
Bank, on demand 1.25

Ca. Cutta—
Telegraphic Transfer 1.25
Bank, on demand 1.25

US SHANGHAI—
Bank, at sight 73
Private, 30 days' sight 73

YOKOHAMA—
On demand 1.23, p.e.p.m.

On MANILA—
On demand 1.23, p.e.p.m.

On SINGAPORE—
On demand Pur.

On BATAVIA—
On demand 1.01

On HALPHONG—
On demand 1.14 p.e.p.m.

On SAIGON—
On demand 1.14 p.e.p.m.

On BANGKOK—
On demand 1.01

SOVEREIGN, Bank's Buying Rate, 1.81 88

OLD LEAD, 10 lb. per ton 32.70

B & SILVER, p.e.p.m. 31

OPIUM.

21st October.
Quotations are— Allow 'em not to 1 cent.

Malwa New \$100 to \$100 per picul

Malwa Old \$1000 to \$1025

Malwa Older \$1030 to \$1100

P. F. per wrapped— to —

Persian fine quality \$730 to —

Persian extra fine— to —

Patna New \$1025 to — per chong.

Patna Old \$870 to —

Bengares New \$475 to —

Bengares Old — to —

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. steamer *Mauretania* left Singapore for this port on the 19th inst., at 4 p.m., and is due here on the 24th inst., at 4 p.m.

THE INDIAN MAIL.
The steamer *Lightning* left Singapore for this part on the 18th inst., p.m.

THE GERMAN MAIL.
The Imperial German mail steamer *Hambury* left Kobe, via Nagasaki and Shanghai, on the 19th inst., p.m., and may be expected here on or about the 28th inst.

The Imperial German mail steamer *Gera* left Colombo on the 18th inst., p.m., and may be expected here on or about the 31st inst.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of India* arrived at Yokohama at 3 p.m. on the 21st inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m., to-day.

THE AMERICAN MAIL.
The O. & O. steamer *Doric* left Yokohama for this port, via Inland Sea, &c., on the 17th inst., a.m.

The T.K.K. steamer *Nippon Maru* left San Francisco for this port, via Honolulu, &c., on the 7th inst.

The P.M. steamer *Peru* left San Francisco for this port, via Honolulu, &c., on the 12th inst.

The "Glen" Line steamer *Glenorchy*, from Australia and London, left Singapore on the 16th inst.

The O.S.S. steamer *Patroclus* left Singapore on the 17th inst., and is expected here to-day.

The N.D.L. steamer *Marbury*, from Hamburg, left Singapore for this port on the 17th inst., and may be expected here to-morrow.

The N.Y.K. steamer *Kanagawa Maru* (European Line) left Singapore for this port on the 18th inst., at 6 a.m., and is expected here to-morrow, p.m.

The steamer *Oregon*, from New York and Seattle, arrived at Manila on the 15th inst.

The N.P. steamer *Duke of York* left Yokohama for Hongkong on the 19th inst.

E. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

JOINT STOCK SHARES.

Hongkong, 19th October.

COMPANY.	PAID UP.	QUOTATIONS.
Bank of China	\$125	632, sellers L'do 485.
Natl. Bank of China	42	277, sellers
B. Shares	24	27.
Fuqua Sugar	24	10, sellers
Gold & Aduston F. A.	310	35, buyers
Chambers, M. & Co. Ltd.	240	30, buyers
China Light and Power Co. Ltd.	220	15, sellers
Hongkong & L. M.	210	69, buyers sellers & so.
Cigar Companies	100	550, nominal
Albania, Ltd.	550	550, nominal
Philippine Tobacco	15	50, sellers
T. & G. Co. Ltd.	100	100, sellers
Other Alts.	100	100, sellers & sci.
Hungkong	100	100, buyers
Dairy Farm	100	12, sales
Fernandes & Co. Ltd.	220	247.
Green Island Cement	100	220, buyers
H. & A. Wharf & Co.	100	240, buyers
Hongkong Electric	100	140, buyers
H. & L. Traumway	100	65, buyers
Hk. Steam Water-boat Co. Ltd.	100	101, sellers
Hongkong Hotel	100	180, buyers
Hongkong Ice Co.	100	240, buyers
H. & W. Dock	100	120, sellers
Insurance	100	121, buyers
Canton	100	182, sellers
China Fire	100	86.
China Traders	100	80, buyers
Hongkong Five	100	250, sellers
Nocti China	100	187, sellers
Straits	100	141, buyers
Union	100	155, buyers
Yang tze	100	121, buyers
and Building	100	180, buyers
Hongkong Land Inv.	100	112.
Hughes Estate	100	90, sellers
Kowloon Land & B.	100	277, sellers
West Point Building	100	111, buyers
Lungh Sagas	100	220, sellers
Manila Invest. Co. Ltd.	100	212, buyers
Minim—	100	100, sellers
Charbonnages	100	114, sellers
Jeluto	100	83, sellers
Punjon	100	91.
Do. Preference	100	91.
Rauha	100	88, buyers
New Amoy Dock	100	87, buyers
Oriente Hotel, Manila	100	40, sellers
Powell, Ltd.	100	81, ex div.
Hobinson Piano Co., Ltd.	100	602.
Steamship Cos.	100	221, buyers
China and Manilla	100	nominal
Douglas Steamship	100	142, buyers
H. & C. Canton & M.	100	734, sales
Indo-China S. N.	100	55, buyers
Shell Transport and Trading Co.	100	217.67, sellers
Star Ferry	100	221, buyers
Lehman Planting Co.	100	nominal
United Asbestos	100	165, buyers
Do.	100	100, sellers
Universal Trading Co., Ltd.	100	101, sellers
Watkins, Ltd.	100	87, buyers
Watson & Co. A. S.	100	114, buyers

VERNON & SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 20th OCTOBER, 1902.

STATION.

Hour.

Barometer
Red. to sea level
Lorel, 1000
Wind.

Temperature
Max. 29.84
Min. 23.97
Clouds

Tokyo
Koen
Asahidome
Nagashima
Kanagawa
Okinawa
Takao
Hongkong

1st Oct.
2nd Oct.
3rd Oct.
4th Oct.
5th Oct.
6th Oct.
7th Oct.
8th Oct.
9th Oct.
10th Oct.
11th Oct.
12th Oct.
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21st Oct.
22nd Oct.
23rd Oct.
24th Oct.
25th Oct.
26th Oct.
27th Oct.
28th Oct.
29th Oct.
30th Oct.
31st Oct.

Humidity
Rel. to sea level
Red. to 1000
Wind.

Pressure
Sea level
Direction of wind
Force